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# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 46 No. 9

September 1995

## Airport Development Loans

By: Redge R. Meierhenry

As previously announced, the Montana Aeronautics Board at their March 4th meeting approved six separate airport development grant requests. These grants totaled over \$110,000 for disbursement beginning July 1, 1995. Those approved work items are Town of Columbus-Columbus Airport; city/county of Deer Lodge-Deer Lodge Airport; Choteau County-Ft. Benton Airport; Laurel Airport Authority-Laurel Airport; Sanders County-Thompson Falls Airport; and Blaine County-Turner Airport. Although we plan approximately \$95,000 each year for Airport Development Grants, our FY96 budget had carry-over funds from the previous year enabling us to disburse approximately \$20,000 extra this fiscal year.

Also approved by the Aeronautics Board are three airport development loans to city/county of Deer Lodge-Deer Lodge Airport; Daniels County-Scobey Airport and Sanders County-Thompson Falls Airport. However, there remains \$48,000 of Airport Development Loans available for disbursement. If you have questions about your airport development project needing funds this year, and believe the Aeronautics revolving loan fund could help you, please call me at the office for assistance.

On the chance these loan funds do not get used this year, they will "roll-over" to next year. These monies will never be "lost" for any reason. Aeronautics will ensure that 100% of all money collected will be spent for Airport Development Grants and Loans.

## Search and Rescue Report for August

By: Jeanne Lesnik

Safety & Education Bureau

The following incidents, ELT (Emergency Locator Transmitter incidents), INREQS, ALNOTS and actual searches were handled by Montana Aeronautics staff and Montana Search and Rescue volunteers.

Thank you to all the volunteers who get up in the middle of the night and drive to the airport looking for an ELT or an aircraft in a hangar; or drop everything they might be doing to go and look for an overdue aircraft. We appreciate you!

August 7—a Washington pilot and passenger were fatally injured.

The aircraft, A Beech F33A originated from Cut Bank, MT at 1445 hours with a VFR flight plan filed to Spokane. The aircraft crashed at the 5,250 foot level in mountainous terrain within the Flathead National Forest, near Swan Lake. The aircraft was located by an ELT signal by Montana Aeronautics SAR.

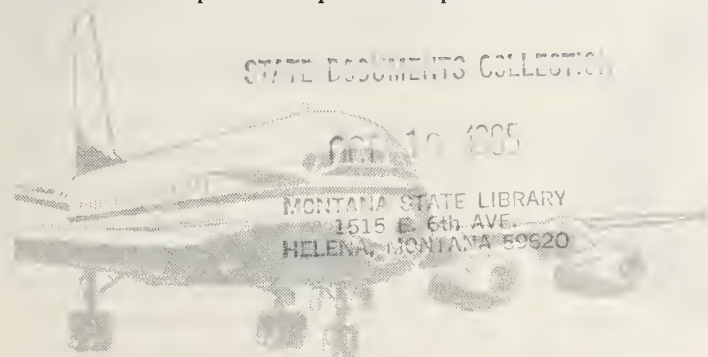
August 12—a Montana pilot in a Taylorcraft BC12 enroute from Kalispell to Cut Bank encountered severe downdrafts and went down in Glacier National Park near Red Eagle Pass and was located by a Glacier National Park Ranger. The pilot was hypothermic and complaining of back pain. This Montana pilot was very lucky and is recovering nicely. We are thankful to the Park Rangers that found the wreckage.

August 21—a Canadair T-33 declared an emergency with a gear door problem and landed with minor aircraft damage in Cut Bank.

August 22—The Division was notified by the FAA at 1720 LCL time that a Mooney M20K received substantial damage in a forced landing near Roundup following an inflight engine failure, no injuries to the pilot.

August 30—ALNOT. Aircraft went off radar and no radio communications in Class C Airspace. Billings ATC reported aircraft missing, no flight plan filed.

There were 15 ELT incidents that involved approximately 52 hours of search efforts. ✈



# Administrator's Column

**Good News:** FAA Administrator David Hinson announced during the EAA Fly-In Convention in Oshkosh that the FAA has published a Notice of Proposed Rule Making (NPRM) which proposes to permit pilots flying under the *Recreational Pilot* license rules to self-certify their physical ability to fly. The NPRM also proposes to permit recreational pilots to fly beyond the 50 mile restriction now in effect. Private pilots could fly under the recreational pilot privileges without any retesting, notification or other contact with the FAA. If pilots have expired medicals, they must make a statement of medical fitness and obtain a flight review from a certified flight instructor (CFI). To fly beyond the 50 mile limit a recreational pilot would be required to receive ground school training, including cross-country flying, from a CFI and be endorsed in the log book allowing flights beyond the 50 mile limit. All other recreational pilot limitations would remain. The Experimental Aircraft Association (EAA) has worked very hard on this proposed change to the recreational pilots license which the EAA was also successful in having created in the 1980's. The NPRM notice number is 95-11 and the docket number is 25910. If you would like to see this proposal become final you should write in triplicate and mail to Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket 25910, 800 Independence Ave. SW, Washington, DC 20591.

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**Walt Hensley Goes West:** We were all saddened to learn that Walt Hensley passed away recently. Walt founded the remaining oldest FBO in Montana which is now operated by his daughter Sharel and her husband Jim Stroh in Havre. Walt was well known throughout the U.S. and Canada and especially in Montana. We will have more on Walt in next month's *Montana and the Sky*. On behalf of the Montana Aeronautics Board and Division and the entire Montana aviation community, I wish to

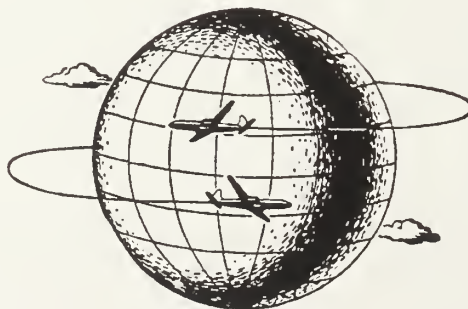
extend our sincere condolences to Sharel, Jim, their family and all of Walt's family. We will all miss Walt.

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**New Medical Proposal Stalled:** In last month's issue of *Montana and the Sky*, I wrote that FAA Administrator David Hinson reported, during his address at Oshkosh, that the new medical standards proposal was published but working its way up through the DOT system for approval before being made public. Well, it's still hung up and it's reported that it is either stalled in the DOT Executive Branch or the Office of Management and Budget. Mr. Hinson thought it would be out in August so hopefully we'll see it soon.

→ → → → → → → → → → → → →

**Condolences:** It was with great surprise and sorrow that we learned of Wilma Fleming's passing. We all knew Wilma through her participation with her husband Jim in the many aviation events throughout the country as well as the Flathead Hangar of the Montana Pilots Association. It seems as though it was only yesterday that I visited with Wilma during the EAA Fly-in at Oshkosh. Wilma will be missed by her loved ones and many friends in the aviation community. On behalf of the Montana Aeronautics Board and Division as well as the Montana aviation community, I wish to extend our sincere condolences to Wilma's husband Jim and their family.



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# Open House

Aerotrronics, Inc. in Billings, will be hosting their 4th annual Open House on October 21, 1995.

Martin, Steve and the Aerotrronics employees are welcoming all aviators to come in for a visit and to handle the newest avionics available. Also, join us for a free barbecue, drawings and refreshments and visit with factory representatives.

Aviators will receive hands-on demonstrations of the famous BOSE headsets, all of the current GPS handheld units, panel mounted units and combination GPS/COM radios. Additionally, current avionics and pilot accessories will be on display.

Martin and Steven have enlisted the company representatives from II Morrow,

Garmin, King, Eventide, Trimble and pilot accessory manufacturers to help personally demonstrate their products and to answer questions on the use of their avionics.

The factory representatives will be available to personally work with customers who have questions on their currently installed avionics.

Saturday, beginning at 1000, the doors will open with free refreshments and drawings for door prizes. At 1304, Martin, our famous chef, will begin serving virtually the best "Montana Beef" in Montana. Drawings for door prizes will be held throughout the day!

If you have any questions about the Open House, please call (406)259-5006. ✈

# Tragedy Strikes MPA Flathead Hangar

Jessica Eisentraut, 10-year old granddaughter of Al and Ceal Jennings, President and Secretary respectively of Montana Pilots Association Flathead Hangar, drowned on Friday, August 18, 1995. Jessica had been playing in a hot tub at Anapurna Properties on The Big Mountain next door to her mother's real estate office. Her hair became entangled in the hot tub's exhaust jet pulling her head under water. Jessica was unable to extract herself and before help could be summoned she drowned.

On Monday, August 21, 1995, Wilma Fleming, beloved wife of Jim Fleming, succumbed to a sudden heart attack. The cause of death was particularly shocking given the fact

Wilma had no history of any heart disorder.

Both Wilma and Jim have been long time and faithful members of the MPA Flathead Hangar. Wilma and Jim were well known throughout the aviation community. Jim is President and Wilma was Secretary/Treasurer of "Flight Products International" in Kalispell. Working together they developed and sold, by mail and through dealers, innovative products to ease pilot's cockpit workload.

Wilma's friendly, cheerful presence will be missed by many.

Our condolences to the Jennings/Eisentraut families and to Jim Fleming and his family. ✈

# Butte FSS Closes; Gains 24-Hour Weather Observations

After 64 years of serving pilots in and around Butte, the FSS ceased operations on July 26th. This completes the FSS consolidation in Montana as well as the 7-state FAA Northwest Mountain Region. Bozeman, along with Redmond, Oregon, will remain open as auxiliary FSSs and continue to provide local advisory service.

Contract weather observers will remain at Butte for the foreseeable future. They are not contracted to provide local airport advisories, but can furnish Butte local weather only on 123.65 MHz. Their radio call is "Butte weather." Observations will be taken 24-hours a day and forwarded to Great Falls AFSS for dissemination. ✈

# Calendar

September 2-4—Annual Labor Day Fly-in, West Yellowstone.

September 2-4—Miles City Great American Cattle Drive Fly-in.

September 8—Aeronautics Board Meeting, Helena.

September 9—EAA Chapter 57 Fly-in, Laurel. Contact Bob Kimpton 259-7010.

September 13—FAA Airports District Office Meeting, West Yellowstone.

September 14—Montana Airport Managers Association Annual Meeting, West Yellowstone.

September 15-17—Mountain Search Pilot Clinic, Kalispell.

September 15-17—MPA Fall Fly-in, Beacon Star.

September 15-17—Washington Pilots Association State Convention, Spokane.

September 24—Beartooth Composite Squadron's Cadet Orientation Flight, Laurel Airport. Contact 2Lt Robert Gilleland at 656-6596.

November 26—Beartooth Composite Squadron's Cadet Orientation Flight, Laurel Airport. Contact 2Lt Robert Gilleland at 656-6596.

February 28-March 2—Montana Aviation Conference, Helena.

# WYS Fly-in

The West Yellowstone Family Fly-in was held over Labor Day at the West Yellowstone Airport.

A density altitude clinic was given by Jeanne Lesnik, Safety & Education Bureau. Participants figured their aircrafts takeoff performance to clear a 50' obstacle using density altitude computations and their pilot operators handbook. Participants then did performance takeoffs to see how their calculations worked out.

Mike Ferguson and Will Mavis setup the theodolite, an instrument that measures aircraft takeoff distance. The winner was within 5' of his calculation.

Complete results and photos will be featured in October's newsletter. ✈

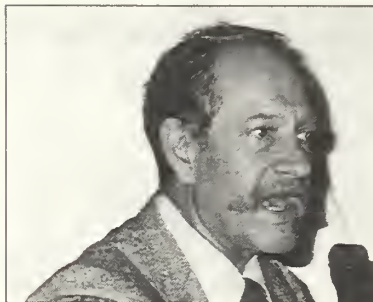
# Division Co-Hosts

## Ercoupe Annual Convention



Conference Coordinator Joe Kuberka and wife Kathy organized the national event that brought over 50 of the 1940s vintage Ercoupes to Kalispell City Airport. The Kuberka's currently of Colorado Springs, Colorado and formerly of Great Falls, together with many other conference volunteers, did an excellent job in bringing this event to Montana.

Many educational and social events took place throughout the conference. Montana Ercoupe owners in attendance included Gorvan LeDuc of Laurel, Leroy Keilman of Billings and Mike Hills of Colstrip.



Sparky Imeson, renowned mountain flying expert of Colorado gave the keynote address at the Saturday evening banquet.



Forty-five Flathead Valley 4-H youth and others took to the skies around Kalispell with Ercoupe flyers, participating in the EAA Young Eagles Program. The Ercoupe flyers donated their time, planes and fuel to take each child up on a 20-minute introductory flight. In addition to the flight, they received instruction on the ground in a pre-flight inspection of a plane, on safety procedures and aeronautical chart reading.



About 5,000 Ercoupes were produced by Engineering and Research Corp. in 1941 and from 1945-1947. Another 1,000 were manufactured by other companies in the 1950s and 1960s. Today, it's estimated that as many as 3,000 are still being flown.

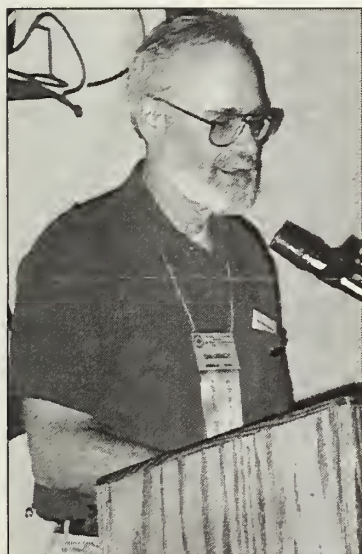


Don and Emily Weick traveled from South Carolina to attend the conference. Don is the son of the late Fred Weick, the principal designer of the Ercoupe, a plane that introduced revolutionary engineering concepts. Fred Weick, who was a flight engineer for Charles Lindbergh, designed the unique little plane for safety and ease of use, and wanted the plane to be "characteristically incapable" of tailspins.

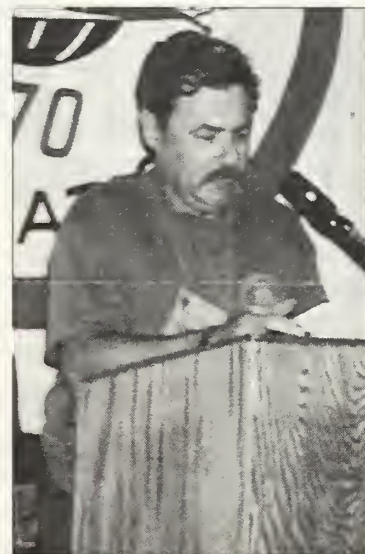


# Two National Conventions

## Cessna 170 Association Convention



*Close to 400 persons and 130 Cessna 170 airplanes, built between 1946 and 1956 converged on the International Convention held at Kalispell City Airport. Dan Urbach, Al Jennings, Ken Morrow, Gib Bissell and Terry Westphal welcome participants to the Flathead Valley.*



*First time convention attendees gather for a group photo. Along with seminars and flying events for pilots, there were free introductory EAA Young Eagle flights offered. Pilots from across the country participated.*



*Ceal Jennings of the Kalispell local committee, greeted attendees at registration. Many volunteers donated hours of endless time ensuring a successful convention and visit to the Flathead Valley. Montana C-170 drivers included Doug Chapman, Belgrade, Perry Francis, Missoula, Al Jennings, Bigfork, Norm Kurtz, Whitefish, Stan Monger, Bozeman, John Saubak, Peerless, Dennis Kleingartner, Bigfork and Terry Westphal, Kalispell.*



# Seaplane Notes

A fly-in was held on August 11-13 at Stillwater Lake, west of Whitefish. Connie and Bill Montgomery hosted the fly-in. We were all treated to a beautiful spot for seaplanes.

One Grumman Goose, two Cessna 185s, one Cessna 180, two Piper Cubs, one Cessna L-19 Birdog and a Cessna 206 flew in.

A great dinner topped by a pig roast, corn and turkey with all the trimmings was enjoyed. Tom Casey put on a slide presentation of his trip around the world in his Cessna 206, the "Liberty Two."

Welcome to the world of floats:

Jeffrey Breazeal	Bozeman
Jeanne Lesnik	Helena



*Martin Hale and Gloria Hermanson enjoy the beautiful Stillwater Lake surroundings.*

An update on the Thompson Falls Reservoir from Montana Power Company has come in. The reservoir is so restricted that it is, in fact, not useable for seaplanes.

## Lyman Clayton Jr. Passes On

As an airplane pilot, Lyman M. Clayton Jr. could be as frisky as a spring colt. But as a mortician for his neighbors and friends, he was as respectful as the ministers he worked so closely with.

Clayton, the man whose efforts have kept regularly scheduled airline flights coming to Wolf Point and whose three-generation funeral home has buried thousands of northeast Montanans, died of cancer July 13.

He served as Wolf Point's mayor, on the city council and held leadership positions in numerous service organizations both locally and statewide.

He was instrumental in keeping Wolf Point on the route of major airlines for more than 40 years, lobbying Congress and federal agencies to subsidize service to the nation's remote communities. In recognition of Clayton's efforts, Wolf Point's international airport was renamed for the aviator in 1990.

Clayton ferried planes over all but one of the world's oceans, as a member of the Army Air Corps Air Transportation Command.

He is survived by his wife, daughter and husband, son and wife, and six grandchildren. ✈️

## Civil Air Patrol Seeks Support

Senator John McCain (R-AZ), Chairman of the Senate Armed Services Readiness Subcommittee, has submitted a proposal to "gradually phase out the remainder of the DOD's Civil Air Patrol (CAP) budget". CAP squadrons in Montana have since joined a national letter writing campaign urging Montana's Congressmen to fight Senator McCain's proposal. This campaign was started at the request of Brig. Gen. Richard Anderson, CAP National Commander.

CAP squadrons in Montana are seeking help from pilots, aviation organizations, education and veteran's associations to participate in the letter writing campaign to save CAP from the proposed budget cut. CAP would cost the USAF only about \$27 million in fiscal year 1996 if its budget request were approved. About \$15.9 million of that money would be used to pay for CAP operations nationwide. The remainder would be used by the USAF to oversee CAP operations. CAP has proposed an alternative budget to Senator McCain which would reduce CAP's fiscal year 1996 budget appropriation to about \$24.3 million.

CAP asks that you write letters to Senators Baucus, Burns and to Congressman Williams requesting they contest Sen. McCain's proposal to eliminate CAP from the budget. ✈️

## ✈️ Montana ...

Is taking snow tires off in May and regretting it in June.

Is driving seventy-five on the freeway, and getting passed by an eighteen-wheeler.

Is stopping for mail at the Post Office, and getting gas, groceries, and having a beer.

Is staying in a motel room with a Charlie Russell print on the wall.

Is a pickup truck with a crack in the windshield, a rifle in the back window, and a dog on top of the load of wood.

Is hearing North Dakota jokes, but laughing at the local television news.

Is where half of the coins and license plates are Canadian.

Is driving on a highway that's being rebuilt, or needs to be.

Is a postcard of Main Street with old cars, but the buildings are the same.

Is a ski area that's closed because of too much snow.

Is an airline flight delayed while the runway is cleared of deer.

Is where we'd all like to stay! 🐕

—Author Unknown

# Montana Pilot's Corner

It was 1965 and I was 18 years old. A friend took me up in a C-150 for an intro flight. I'll never forget the feeling of being on a roller coaster and waiting to fall out of the sky but we never did. I was hooked! He was building time for the airlines as a CFI. It would have cost me \$300 for my license, but my mom threw a "walleyed hissy fit." "You're not learning to fly while you're living in my house, it's too dangerous..."

So, I moved from our little country town and became one of the original unisex police officers (female type, that is) of the LAPD. I spent seven years on the job, working radio cars in places next to Watts, etc.

One day, I was involved in a serious accident which ruined my career. (I wasn't driving.) In December 1980 I was given a disability pension and moved to Montana.

Twenty-four years after that love at first flight, I finally got my dream. My first lesson was in Three Forks on September 2, 1992, my check ride on October 25, 1992 in Billings with Gary Wolterman. What an absolute high that flight was back to 9S5!

We sold our land in McAllister so I could get an airplane, a 1960 tri-pacer and

build my hours and ratings. In March of 1994, I went to the School of Missionary Aviation (SEF) in San Diego and got my instrument and commercial ratings.

I saw an advertisement for American Flyers and their Judith Resnick Scholarship for women pilots for their CFI and II academy. I applied in September 1994 and won the scholarship in February 1995. I attended the CFI academy in San Diego (MYF). That academy is like trying to drink out of a fire hose—it's INTENSE! By April 3, 1995 I had my CFI and instrument instructor ratings.

I thoroughly enjoy flying, especially in the mountains. To become a safer pilot I got my commercial glider rating and I'm a Captain in the CAP. I really enjoy teaching and sharing my experiences with my students. In three years of flying I have 424 hours.

I want to stay in the Madison Valley, so

I'm sure you'll see me around 5V3. But not this winter, I'm going back to American Flyers at MYF as an instructor for the winter. (Being #1 in the class, gets the job).

See you in the spring.

Linda Nelson

Box 159

McAllister, MT 59740



Voice Mail Box 1-800-950-9097  
ID# 995-4071

## MAAA Air Tour '95

The 6th annual Montana Antique Aircraft Association Air Tour brought four days of fun and flying in Southwest Montana and Southeast Idaho. Participants began the tour at Dillon and on to Dell, Arco, Idaho, Jerome, Idaho, Burley, Idaho, Blackfoot, Idaho, Afton, Wyoming, Rexburg, Idaho and concluded at Whitehall.

More than two dozen airplanes, including a 1936 Stinson SR-7B, a Vultee

BT-13A, Mooney Mites, a 1946 Fairchild 24, a Howard DGA-15P, a Stinson V-77 "Gullwing" together with classic taildraggers, Stinson Voyagers, Ercoupes, Cessnas, Pipers and homebuilt aircraft joined the tour.

MAAA has organized five previous tours in Montana and the Canadian province of Alberta. The group has about 200 members who are dedicated to the preservation of antique and classic aircraft. ✈



## Montana Pilots Compete

Congratulations to Sterling Starr of Billings and Greg Mecklenburg of Belgrade. Both competed in the 1995 Soaring Nationals held in Hobbs, New Mexico.

The Montana boys nearly finished together. Sterling finished a respectable 22nd and Greg right behind him coming in at 24th.

The nationals were held last year in Livingston, MT and co-hosted by the Aeronautics Division. The Weather Gods in '95 were up to their usual stuff. According to Sterling, "Montana has nothing to apologize for, weatherwise.....many pilots are already nostalgic about our local pea patch!" Greg commented that, "certain members of the old guard were much more aggressive out in the desert than they were up here in the mountains".

Good job Sterling and Greg, we're proud of both of you! ✈



## Alfred "Al" Pietsch

Owner/operator of Pietsch Flying Service, Minot, ND, for more than 40 years, passed away August 18, 1995. Al died in a plane crash near Manvel, in Grand Forks County, ND. Services were held at the Dakota Territory Air Museum in Minot.

He was the leader of the stunt flying Pietsch Flying family—a team with Al and his sons Kent and Warren. A renowned aerobatic pilot, Al touched the lives of many in aviation circles with his aerobatic routines. Well known on an international, regional and statewide basis, Al was one of a select group that attained the position of Aerobatic Competency Evaluator (A.C.E.) He was well known for his involvement with International Council of Air Shows. Al served on the North Dakota Aeronautics Commission and was involved with many other civic organizations.

Our condolences to the family and friends of Al.

## Search and Rescue Refresher in October

All interested persons are invited to attend. **October 12, 1995**, Thursday, 6:30pm–8:30 pm, Cut Bank Airport.

Montana Aeronautics Search and Rescue Coordinator Jeanne Lesnik and District #3 Coordinator Charles Hanson will conduct an ELT (Emergency Locator Transmitter) Training Exercise.

**October 14, 1995**, Saturday, 10am–12noon, Butte Aviation, Butte Mooney Airport.

Montana Aeronautics Search and Rescue Coordinator Jeanne Lesnik and District #13 Coordinator Mike O'Connell will conduct an ELT (Emergency Locator Transmitter) Training Exercise.

For further information call Jeanne Lesnik at 444-2506.

## Airport Directories

The Division will begin preliminary work on the 1996 Montana Airport Directory in the near future and would like your help. If you have found any discrepancies or would like to see anything changed, please let us know as soon as possible. We would especially enjoy any comments relating to the information section in the front of the directory so if you would like to see any additional charts or other useful topics, please contact Jim Greil at the Division, and I'll try to make your idea come to print.

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